

THE PANAMA CANAL REVIEW

Vol. 2, No. 8

BALBOA HEIGHTS, CANAL ZONE, MARCH 7, 1952

5 cents

AWARD \$8,500,000 IN CONSTRUCTION CONTRACTS FOR CANAL COMPANY'S 1952 HOUSING PROGRAM

TROPICAL TOBOGGANING



GRASSY SLOPES in the dry season provide ideal toboggan slides for the younger set. Ready-made toboggans are provided by the numerous big royal palm trees when they shed their fronds.

The slope around the Administration Building at Balboa Heights is one of the most popular of the sledding runs on the Pacific side. The palm fronds carry one, two, or sometimes as many as four customers on a trip. The group above is composed of Mary Smith, Suzy Hele, and Don Grant (left to right), on a downhill slide, and Ellen Anne Rennie with young Steve Grant at the right on their way uphill for another thrilling ride.

The principal spectator and helper at the extreme left is "Ditto," one of the better-known canine residents of the Pacific side, who makes his home at the Rennies.

Canal's Purchase Of Supplies In Panama Increased \$250,000 In Six-Month Period

Farmers, merchants, and manufacturers in the Republic of Panama sold \$250,000 more of their supplies to the Panama Canal organization during the last six months of 1951 than during the corresponding period of 1950.

Purchases made in Panama from June through December of last year amounted to \$905,000, as compared with \$654,000 during the last half of 1950, an increase of nearly 40 percent. These figures are exclusive of purchases made by the armed forces and other Government agencies in the Canal Zone, nor do they include materials bought by local contractors incidental to their construction contracts with the Panama Canal Company and Canal Zone Government, amounting to several millions of dollars.

The tremendous increase in local purchases by the Canal Company units—

the Commissary, Clubhouse, and Storehouse Divisions—was sufficient in volume and dollar value to have a beneficial effect on Panama's economy.

The Canal's long-established policy of buying locally when supplies are available at competitive price and quality has been greatly strengthened within recent months by cooperative efforts of Panama producers and Panama Canal (See page 10)

Specials For March

- Palo Seco and its residents are introduced to you in a completely different fashion on pages 8 and 9.
- The Central Labor Union and Metal Trades Council, representing one-third of U. S.-rate employees, are featured in this issue on page 2.
- One of the last French Canal Company employees retires. See page 12.
- Your airmail letter—how it is handled along with millions of other pieces of airmail in the Balboa office. See page 4

Maintenance Division Will Handle Projects Costing Over Million

Contracts totaling \$8,500,000 have been awarded since December in the Canal's 1952 quarters construction program. In addition, building and site work scheduled to be done by the Maintenance Division will cost nearly \$1,200,000.

This year's program provides for 243 new family apartments for U. S.-rate employees and 422 family apartments for local-rate employees, as well as the preparation of sites for several hundred new buildings to be erected during the coming year.

The work will be centered mainly in the Atlantic side towns of Margarita and Silver City, and in Ancon and the new Pacific side townsites of Cardenas and Summit. Other work includes the construction of small groups of houses in Gatun, Diablo Heights, and Balboa.

In scale, the quarters construction program this year is the largest undertaken by the Canal organization since the Canal construction period. Contracts awarded this year total the largest amount in any year since the Third Locks construction was in progress 11 years ago.

All Contracts Awarded

The last group of contracts were awarded late last month for work in Cardenas, Gatun, and Margarita. Included in this group was extensive grading and municipal work to be done at the new town of Summit. This and the construction of 15 houses in Balboa, which will be done by the Maintenance Division.

The following briefly summarizes the entire quarters construction program for this fiscal year at the various townsites:

MARGARITA: The contract for all of the work at Margarita has been awarded to Maceo-Panpacific, Inc., a joint venture of the Maceo Corp. of California and the Panpacific Construction Corp., the latter a local contracting firm. The work is divided into three contracts as follows: Construction of 131 masonry quarters, 148 units, at a cost of \$2,491,500; grading and site preparation for the 1953 construction program, \$716,747; and rough grading on an extension of the townsite for future building, \$186,820. The rough (See page 13)

Central Labor Union-Metal Trades Council Represent One-Third Of U.S.-Rate Workers



REPRESENTATIVES of organized labor in the Canal Zone met with Secretary of War Newton D. Baker during the Secretary's visit here in December 1919. Mr. Baker, wearing rimmed glasses and with his hat in his hand, is in the center of the front row. In uniform beside him is Governor Chester Harding, whose term extended from January 1917 to February 1921.

On Governor Harding's other side is William C. Hushing, now chairman of the Legislative Committee of the American Federation of Labor. Third

from the left in the front row is the late Dr. George Eugene. At the right end of the front row is George F. Wright, who provided this photograph for The Panama Canal Review.

Mr. Wright, one-time president of the Blacksmith's Union, installed the first officers for the Metal Trades Council and for the Central Labor Union. He has continued as installing officer for many years.

With a total membership of about 1,400 men and women in 24 local unions, the Central Labor Union-Metal Trades Council serves as liaison with the American Federation of Labor for roughly one-third of the U. S.-rate employees of the Panama Canal Company and the Canal Zone Government.

Today most Canal Zone bachelors have comfortable beds and hot water for shaving because of these two interlocking labor groups—but more of that later.

This month the Metal Trades Council is celebrating its 38th anniversary; the Central Labor Union is four years younger.

What are these two groups; what is the difference in their functions and how do they operate? Not even a good many of their members understand. Here is how the officers of the CLU-MTC explain them:

The Metal Trades Council, which was organized in March 1914 in the old construction day town of Empire, is primarily an affiliation of local unions whose members work in such crafts as are employed in Naval Shipyards. They are the boilermakers, shipfitters, riggers, sheet-metal workers, etc.

The first meeting of the Metal Trades Council was held on a Sunday, March 22, and Sunday has ever since been its traditional meeting day. A week after this first meeting, on March 29, the provisional council which had been formed on March 22 was dissolved and a Metal Trades Council was organized. Seven Metal Trades organizations, all of them of the so-called "blue-collar" workers, were affiliated with this original council.

MTC Deals With Wages, Not Laws

As it is set up, the Metal Trades Council for the Canal Zone, like similar Metal Trades Councils all over the United States, is interested primarily in two questions: Wages and working conditions. The Metal Trades Council does not deal directly with legislation. That is the province of the Central Labor Union.

Here in the Canal Zone most of the skilled trades are affiliated with the Metal Trades although some crafts, such as the carpenters, hold a second AFL charter with the Building and Construction Trades Department. This charter was obtained in 1942 during the local building boom.

This charter, however, is not used and for purposes of convenience these building and construction crafts operate through the AFL's Metal Trades Department charter.

"The unions are affiliated into a council because labor feels that a union working by itself is like a man working by himself," labor officials explain. And they put it more formally so: "The AFL advocates that all local units of the national or international labor unions affiliated with it become members of the central body."

In the United States, the various Metal Trades Councils have a committee which negotiates with Commandants of the Naval Districts on wages and working conditions.

CLU: A Union of Unions

The Central Labor Union, in labor parlance, is a "city-central" body, whose purpose is to maintain overall relations among all AFL unions. It is, in effect, a union of unions.

The Canal Zone Central Labor Union, like Central Labor Unions in every city and State in the United States, is charged with the responsibility of organizing its territory. That is, it is supposed to see that all AFL unions are organized to the limit and that everyone who is eligible for membership in a union is signed into his proper group.

In the Canal Zone, one CLU man explained, there is need for a union of technical engineers and draftsmen. Plans for such a union here are now being made.

The Central Labor Union has no jurisdiction over any one union; it is primarily a clearing house for all AFL unions.

Where Central Labor Unions are established, the Metal Trades Department authorizes the MTC to operate as a unit of this CLU.

The CLU's principal function, beside being a union of unions, is legislation. In the United States, the city groups deal with municipal bodies on municipal labor laws. The state bodies deal with state legislatures and the national body deals with Congress, through the Legislative Committee of the AFL.

Since there are no city or state legislative bodies here, the CLU handles its legislative problems directly with the National Committee, the chairman of which is William C. Hushing. Mr. Hushing is a former Canal employee—he was a patternmaker in the old Mechanical Division from 1916 to 1921—and is the brother of John Hushing, United States Marshal for the Canal Zone.

Voting Procedure Differs

Another major difference between the two groups is in voting procedure. The Metal Trades Council votes by crafts; each craft has six votes, regardless of the size of its membership or the number of locals in that craft.

The Central Labor Union votes by unions on a proportional basis. The votes are cast by delegates. In that sense, the CLU is similar to any legislative body where delegates represent population, in this case, membership.

The activities of the CLU-MTC are financed by a monthly per capita payment of 50 cents for each member of the affiliated unions. Additional money to finance the legislative program is obtained by voluntary contributions of \$10, from union and non-union members.

The president of the CLU-MTC is an electrician, Walter Wagner. He has been in the Canal Zone since 1937 and works as a power dispatcher with the Electrical Division. The first vice president, also an electrician, is James

(See page 3)

SHIP FARES AND VEGETABLE BUYING HEAD AGENDA DISCUSSED AT MONTHLY CONFERENCE

Persistent and widespread rumors that fares for employees on the Panama Line ships would be increased drastically were killed last week by Lieutenant Governor Herbert D. Vogel in the monthly Governor-Employee Conference.

Colonel Vogel presided over the conference between administration and employee representatives in the absence of Governor F. K. Newcomer.

Except for knowledge that there were rumors to the effect that the steamship fares would be upped, Colonel Vogel told the Conference that he had no knowledge of any such change.

He said he believed that the rumors might have originated in the "bookkeeping transactions" in which the Panama Canal Company is paying the difference between the fare paid by the employees and the actual cost of the transportation. Minimum fare, one way, is \$40; the actual cost of transporting a passenger one way is about \$120.

Rufus Lovelady, president of AFGE Lodge No. 14, reported at some length on a talk earlier in the month with John Barton, who handles the purchase of fresh

fruits and vegetables for the Commissaries in the New York office of the Company.

Mr. Barton, according to Mr. Lovelady, explained the difficulty of anticipating sales and markets. He visited several retail commissaries and found some merchandise in unusable condition.

He would recommend, he told Mr. Lovelady, that such merchandise either be removed from the sales counters or sold as damaged merchandise at reduced costs.

Colonel Vogel said that substantially the same conversation had been held with Mr. Barton in the Governor's office.

Local Purchases Made

Some foodstuffs of this type are now being purchased in Boquete and other fruit and vegetable items are being obtained from southern California and Arizona. This merchandise is being shipped to New Orleans by special train and from New Orleans to the Canal Zone by ship.

Colonel Vogel commented that he considered Mr. Barton's (See page 15)

(Continued from page 2) Trimble. He has been employed by the Electrical Division since 1940.

The second vice president, traditionally an Atlantic Sider, is Eugene Breakfield. He is a postal clerk at Cristobal and is a comparative newcomer to the Isthmus, having been here only since 1948.

Both the secretary, E. W. Hatchett, who has held that job for 14 years, and the treasurer, Walter Fischer, are on the faculty of Balboa High School.

Howard E. Munro, another electrician, is the Labor member on the Company-Government Wage Board. He is appointed by the Governor and reports directly to the Governor.

Another important post is that of legislative representative, who, currently is William M. Price. He left the Canal Zone late in December to be in Washington during the present session of Congress.

Fight Against Rent

From the time of its organization, the

CLU-MTC has held a reputation as a fighting crew. One of the unions' earliest campaigns was for the betterment of bachelor quarters. The bachelors wanted decent furniture, comfortable beds, single rooms and hot water, although an official comment of the period was to the effect that "few men experience difficulty shaving with cold water in this climate."

In 1921, the CLU-MTC began a long and costly, if unsuccessful, fight to prevent employees from having to pay rent for their quarters. The fight went all the way to the United States Supreme Court and in three years cost over \$25,000.

A similar campaign was undertaken more recently when rents on Canal quarters were increased, but this never got beyond the early legal stages.

Other matters in which the CLU MTC has been active include: Restoration, in 1935, of a 15 percent pay cut; extension of the 40-hour week to the Canal Zone; im-

Council President



FIRST WOMAN to be elected president of a Canal Zone Civic Council is Margaret Rennie of Ancon. She heads the Pacific Civic Council. A resident of the Canal Zone since 1937, Mrs. Rennie has served on the council for 4 years. She is an interior decorator by profession and is particularly interested in housing. Several years ago, she served on the committee which made a survey of the Canal Zone to determine types of housing desired by the employees.

provements in retirement law and incorporation of Canal Zone retirement with the Civil Service system; and, more recently, cancellation of the retroactive phase of income tax; and pay raises legislatively for policemen, firemen and teachers, and administratively for other employees.

Until the early 1930's the CLU-MTC had no permanent legislative representation, although on several occasions selected members made trips to Washington to appear before committees of Congress on one matter or another.

For several years after 1922 when Mr. Hushing left his Panama Canal job, he represented the CLU-MTC in Washington. In 1925 he suggested that a local representative be maintained in Washington during Congressional sessions. It was several years, however, before such a representative was elected and in the meantime Mr. Hushing, who by that time was a member of the AFL legislative committee, continued to represent Canal Zone interests.



CENTRAL LABOR UNION-METAL TRADES COUNCIL officers meet regularly to discuss business of their joint organization. Left to right are: George O. Lee and F. M. Baumbach, both trustees; Walter Wagner, president;

E. W. Hatchett, secretary; Walter Fischer, treasurer; and Howard Munro, Wage Board member.

Over 30,000 Pieces of Airmail Daily Handled By Zone's Busy Postal Clerks

All the love letters, business correspondence, family communiques, mail orders, and miscellaneous notes and cards that fly by regular airmail between Canal Zoneans and correspondents all over the world go through the Airmail Field—or Airmail Section—of the Canal Zone Postal System.

And most of the correspondence to and from the Canal Zone does fly.

Last year 91 percent of the paid first class mail forwarded was dispatched by air—a proportion that has climbed steadily year after year since the first regular airmail service was established between France Field and Miami in 1929.

In weight the airmail to and from the Canal Zone amounts to about 500 to 700 pounds every day, roughly 28,000 to 38,000 pieces of mail.

All of it is handled by nine postal clerks, headed by Julius M. Culpepper, Clerk-in-Charge at the Airmail Section, in the Civil Affairs Building in Ancon and at Tocumen Airport.

Together they comprise the local "Airmail Field." The term, as used in the United States postal service, means a unit of the Post Office Department at designated air terminals where mail is received and "worked out" to a certain area of the country.

Most Goes To U. S.

About 78 percent of the airmail dispatched from the Canal Zone goes to the United States. All of it—except on two direct flights to Los Angeles—is unloaded at Miami. From there, it is sent on the quickest direct flight to one of eight designated Air Mail Fields.

Mail for Texas, Arizona, New Mexico, Oklahoma, or Kansas, for instance, is dispatched to the Air Mail Field at Houston. That to Georgia, Alabama, South Carolina, Missouri, Michigan, or Ohio goes to the Air Mail Field at Atlanta.

Airmail to California, on the other hand, goes first one way and then another. On Sunday and Thursday, when there are direct flights to Los Angeles, it is dispatched to that Air Mail Field. On



THIS MODIFIED Bob Feller pitching technique is used by Julius M. Culpepper, clerk in charge of the Airmail Section, to put outgoing mail into the right airmail sacks bound for the United States.

other days, it goes to the Chicago Air Mail Field, which also handles mail for Alaska, Colorado, Idaho, Illinois (except Chicago), Iowa, Kansas, Minnesota, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, Washington State, Wisconsin, Wyoming, and Western Canada.

Most of the airmail from the Canal Zone goes to the Atlanta and Chicago Air Mail Fields, according to the clerks of the Air Mail Section.

Then there are a few addressees who receive so much Canal Zone airmail that they rate individual pigeonholes in the cases at the Airmail Section in which the mail is sorted for destinations in the United States.

Some Have Special Sacks

Among them are Sears, Roebuck and Company, Kodak, for which there are so many films that the company has a special airmail sack among the group

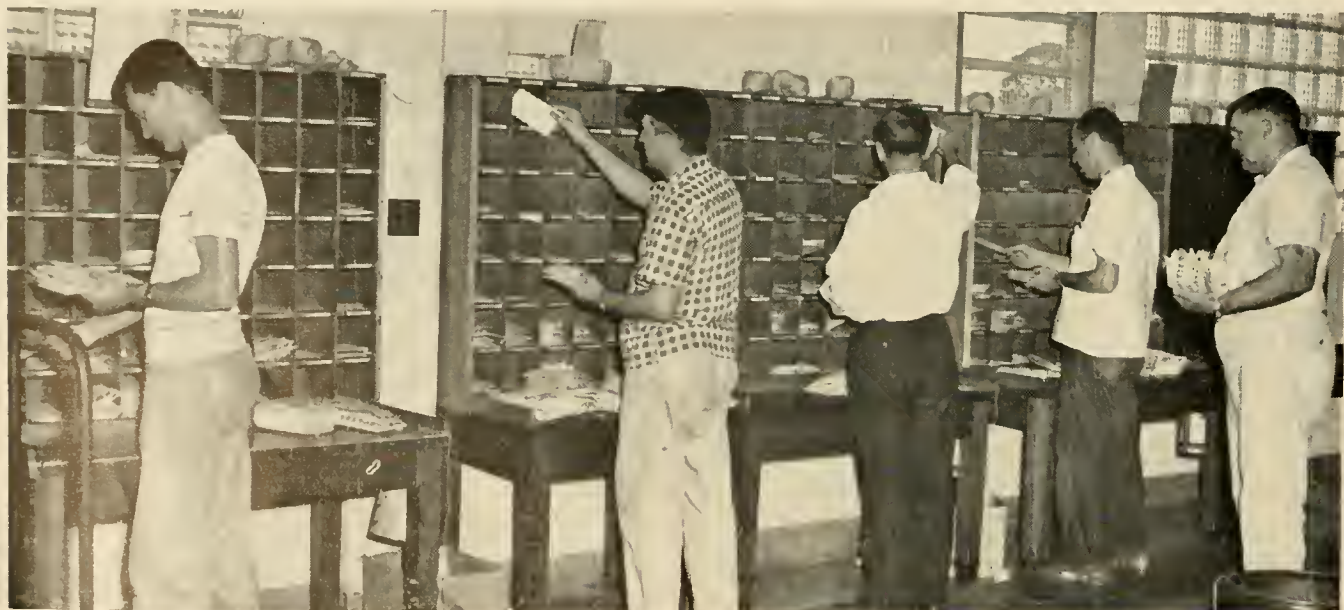
bound for various Air Mail Fields, the Government Employees Finance Company in Fort Worth, Texas and Life Study Fellowship in Noroton, Conn.

Transatlantic mail—for Europe, Asia, and Africa—goes to the Air Mail Field at Washington, D. C. That for the Philippine Islands, New Zealand, Australia, Japan, and Hong Kong is dispatched on direct flights to Los Angeles on Sunday and Thursday. On other days, that also goes to the Air Mail Field at Chicago, from which it is sent to West Coast Air Mail Field enroute to its final destination.

Canal Zone airmail for South America is dispatched direct—on one flight down the East Coast and another down the West Coast. Mail for Jamaica is also dispatched direct twice a week, with that for the other islands in the West Indies going to Port-of-Spain or Miami for handling.

A day in the life of a

(See page 6)



AIRMAIL FROM the Canal Zone bound for the United States is "worked out" into pigeonholed cases for various cities. Shown here at this sorting and shuffling operation are R. W. Wandelt, W. S. Ireland, H. W. Blaney, D. W. Secrest, postal clerks, and J. M. Culpepper in charge of the Airmail Section.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SAFETY ON THE RAILROAD

The Panama Railroad strives to maintain maximum safety throughout its entire organization. The Railroad won the Division Honor Roll award for NO DISABLING INJURIES five times during 1951, and was tied for second place with three other divisions. Though this is an impressive record there can be no letup in our safety program if we expect to maintain or improve this performance. In addition to the safety of our employees, no less important is the safety of nonrailroad employees working on or near Panama Railroad facilities, and the safety of the general public.

Cooperation with the Railroad is essential for the safety of all these employees. The railroad tracks are constructed and maintained primarily for the purpose of operating trains in accordance with certain rules and regulations. While the Railroad will comply with reasonable requests for specific protective safety measures, gang foremen and others should plan their work to fit the operating requirements of the Railroad. There are several basic rules which should be observed at all times if accidents are to be prevented.

Track speeder operators must pass an examination on the Panama Railroad Operating Rules and Regulations before being permitted to operate speeders over the tracks of the Railroad. They and others working on or along the right of way should be conversant with and observe these rules and regulations together with the Panama Railroad Safety Rule Book. They should carry an accurate timepiece and a copy of

the current time-table. They must be familiar with the schedules of all regular trains and secure information on extra trains from the Train Dispatcher as often as safety requires.

The gang foremen should see that their men are vigilant and alert, and impress upon them constantly that trains may run at any time and in either direction. No employee should rely on others to give warning of an approaching train, even though a watchman has been posted for that specific purpose. For added safety, their work should be concentrated in the smallest possible area so they can know that all their men are taking proper precautions to avoid injury.

Tools are not to be left between the rails, nor resting on the rails when not in use. Equipment, temporary structures, and materials must not be placed within six feet of the nearest rail to allow proper and safe clearance for passing trains.

Safety for the general public is a more difficult problem because individuals act independently and sometimes without apparent reason. The Railroad endeavors to eliminate known hazards promptly. However, there are many precautions the public can take and many unsafe practices they can learn to avoid which would greatly improve their safety.

The railroad track is not a playground, sidewalk or trail. Playing on the tracks, sitting on the rails, or lying on the cross-ties is pure folly. The engineer of an approaching train may not see you in time to bring his train to a stop. You may not hear or see the train in time to move clear of the track. If the engineer has seen you in time to stop his train, he may misinterpret your actions to indicate you are aware of the train's approach. Always be on the lookout for trains in both directions, and get off the tracks as quickly as possible for your own protection. It should therefore be clear that if you are on the track and do not move off when a train approaches, the chances are you will be run over and killed.

Safety lines painted on station platforms are there for your protection. If you insist on standing, or running on the track side of these lines, you are placing yourself in a position where you can be struck by a passing train. The practice of running, roller skating, or riding a bicycle beside a moving train is very hazardous. Should you stumble, or



C. B. McILVAINE
Conductor and Safety Assistant,
Panama Railroad

be accidentally pushed, chances are you will fall under the wheels. Parents should never permit their children to roller skate, or ride bicycles on a station platform at any time.

When boarding a train stay well back of the safety line until the train has stopped, then take all the time necessary to climb aboard. When riding on the train, remain seated until the train has stopped. If you have many packages, baggage, or children, ask for help to get on or off the train. The desire to be first on, or off, the train may result in injury to yourself and others.

Engaging in horseplay, walking from coach to coach while the train is in motion is dangerous. All coaches have open platforms and a person on the platform can lose his balance, or stumble, when the brakes are applied, or when the train rounds a curve. Standing or sitting on the platform and getting on or off the train while it is in motion is prohibited by law.

Safety is not a one-sided affair. All of us must take normal precautions to avoid injury to ourselves and others. None of us should minimize its importance in our daily lives.

HONOR ROLL

Bureau Award For
BEST RECORD
January

COMMUNITY SERVICES BUREAU INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	1
Industrial.....	1
Civil Affairs.....	0
Engineering and Construction.....	0
Health.....	0
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Awards For
NO DISABLING INJURIES
January

CLUBHOUSE DIVISION ELECTRICAL DIVISION DIVISION OF STOREHOUSES GROUNDS MAINTENANCE DIVISION

AWARDS THIS CALENDAR YEAR

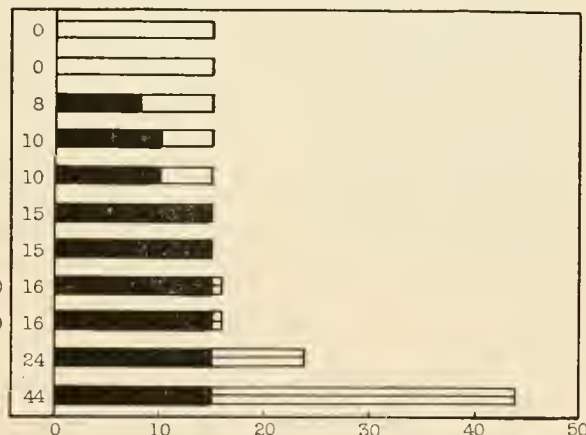
Clubhouses.....	1
Electrical.....	1
GroUNds Maintenance.....	1
Storehouses.....	1
Construction.....	0
Dredging.....	0
Hospitalization and Clinics.....	0
Locks.....	0
Maintenance.....	0
Motor Transportation.....	0
Navigation.....	0
Railroad.....	0
Sanitation.....	0
Terminals.....	0

JANUARY 1952

Community Services Bureau
Industrial Bureau
Engineering and Construction Bureau
Marine Bureau
Civil Affairs Bureau
Panama Canal Co.—C. Z. Gov't (Best Year)
Supply and Service Bureau
Panama Canal Co.—C. Z. Gov't (1952 to Date)
Panama Canal Co.—C. Z. Gov't (This month)
Health Bureau
Railroad and Terminals Bureau

Number of Disabling Injuries.....50

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)



Man-Hours Worked.....3,077,255

LEGEND

- Amount Better Than Panama Canal Company—Canal Zone Government Best Year
- Amount Worse Than Panama Canal Company—Canal Zone Government Best Year

New District Attorney



ROWLAND K. HAZARD was confirmed by the Senate last month as the new District Attorney for the Canal Zone. A graduate of Holy Cross and Georgetown Universities, he came to the Isthmus in February 1948 as Assistant District Attorney. He succeeds Daniel E. McGrath, District Attorney since 1940.

Over 30,000 Pieces of Airmail Daily Handled By Zone's Busy Postal Clerks

(Continued from page 4) postal clerk at the Airmail Section at the Civil Affairs Building begins at 11:30 o'clock in the morning and ends—barring an extra large volume of mail—at 8:30 o'clock at night. When there is a lot of mail, the clerks stay until it is all worked—and that meant 7 o'clock in the morning for some of them during the past Christmas season.

The clerks at Tocumen Airport go to work at 8:30 o'clock at night and close up shop at 4:30 o'clock in the morning.

Schedule Set By Flights

The working schedule of the Airmail Section is arranged to fit the airmail flights. Those on which mail may be carried are designated by the Postmaster

General in Washington. If an airmail flight is delayed, however, the Airmail Field is authorized to dispatch the mail on the next available flight and by the most direct route to its destination.

The normal schedule flights on which mail from the Canal Zone is dispatched leave at 1:45 and 2:20 o'clock in the morning.

Outgoing airmail starts coming into the Airmail Section at Ancon at noon—from the Pacific side postoffices and off the noon train from the Atlantic side.

A letter mailed at the Balboa Heights Postoffice, for instance, between 7 o'clock at night and about noon the next day, is picked up there at noon, after having been worked into airmail "cases" and tied out in packages addressed to the appropriate Airmail Fields. Other pickups for the Airmail Section are made at 1, 2, 3:30, and 4 o'clock in the afternoon and at 6 and 7 o'clock at night.

At the "line" postoffices, the mail is picked up once in the morning and once in the afternoon.

All afternoon and until the last airmail pickup at the Civil Affairs Building letter drop at 7:45 o'clock at night, the Airmail Section postal clerks work it out into the pigeonholed cases for various cities and then into big bags for various Airmail Fields and foreign destinations.

Mistakes Not Allowed

Postal clerks just aren't supposed to make mistakes in getting the right piece of mail in the right pigeonhole or bag, in listing registered mail, or in any one of a thousand other details that go into the dispatch of mail. And if they do, the large volume of paper work that accompanies each dispatch shows up the error and the clerk who did the deed with all the exacting detail and super sleuthing of a vast and farflung system set up to get mail to its proper destination—and no place else.

Postal clerks in the Airmail Section bear no special allegiance to that branch of the postal service, but are transferred freely from one postoffice to another, just as all Canal Zone postal clerks.

They all seem to develop a sixth sense which tells them where a piece of mail should be sent, sometimes in spite of rather than because of, the address.

Sometimes with the help of a large "Dictionnaire des Bureaux de Poste" published by the Union Postale Universelle, the "Bible" for postal personnel the world around, they learn to decipher—and send to the right place—letters addressed in many strange manners.

For instance, there was one not too long ago that came through the Airmail Section addressed "MFS 10C." Only a long-time postal clerk could have figured out that it was intended for Memphis, Tenn., but that was where it was sent—and rightly so.

Incoming airmail for the Canal Zone is worked by the postal clerks at Tocumen Airport for various towns. When the clerks leave the Civil Affairs Building about 5 o'clock in the morning, they drop the airmail for Ancon at that postoffice. All the rest of the airmail goes to the Balboa Postoffice. That for the Atlantic side leaves on the morning train. The mail for Pacific side postoffices is delivered by truck, getting to Howard Field—or Fort Kobbe—about 9 o'clock in the morning.

Building and demolition of buildings went on 40 years ago, just as it does today.

In preparation for the rise of Gatun Lake, buildings in the villages of Bohio, Frijoles, San Pablo, and Tabernilla had practically all been sold, destroyed, or moved elsewhere for reconstruction.

At the Hotel Tivoli a large addition was nearing completion. It was expected that the two upper floors would be ready for occupancy before the end of the month.

Little League Park Built By Volunteers



AN OUTSTANDING EXAMPLE of what community spirit and civic endeavor can accomplish is the Little League baseball park in Balboa. Starting from scratch, except for the ground provided in the big play area along Gaillard Highway, this complete layout was made available to the Pacific Little League this season through the cooperative efforts of about 50 residents of the Pacific side.

The group donated their time and effort during the last 3 months of last year in building the fence complete with a flagpole and scoreboard, laying out the miniature baseball diamond and readying it for play and installing the grandstand and bleachers. The group who aided in making this available to the young Babe Ruths was composed of League officials, parents of the boys, bachelors and others interested in promoting baseball among the younger boys, and the players themselves. The grandstand and bleachers provide seats for 700 spectators.

Little League baseball is a new sport for the Isthmus but it already has caught the fancy of players and spectators. There are now four leagues in

the Canal Zone, the Pacific, Atlantic, Armed Forces and Local-Rate Leagues. The Pacific and Armed Forces Leagues are composed of six teams each, and the other two have four teams each.

Although the other leagues do not have such pretentious grounds and equipment as the Pacific Little League, the volunteers in the various communities have banded together to provide adequate ball parks. The park at Margarita is fitted with a movable fence and bleachers.

Although Little League Baseball in the civilian communities of the Canal Zone is conducted with the full cooperation of the Physical Education and Recreation Branch of the Schools Division, the sport is almost entirely due to the civic spirit of individual residents. All of the work in connection with the sport has been done by volunteers.

Plans are being made to send a Little League team to the United States again this year to participate in the national competition. Funds for this purpose will be raised principally by volunteer contributions. No admission is charged for the games at Balboa, but the "bat is passed" at all games.



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F. K. NEWCOMER, Governor-President

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E. C. LOMBARD, Executive Secretary

J. RUFUS HARDY, Editor

ELEANOR H. MCILHENNY

OLEVA HASTINGS

Editorial Assistants

LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms, or opinions of a general nature will be welcomed. Those of sufficient interest will be published but signatures will not be used unless desired.

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SINGLE COPIES—5 cents each

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On sale when available, from the Vault Clerk, Third Floor, Administration Building, Balboa Heights.

Postal money orders should be made payable to the Treasurer, Panama Canal Company, and mailed to the Editor, THE PANAMA CANAL REVIEW, Balboa Heights, C. Z.

Special Notice

To Readers:

Letters of inquiry to THE PANAMA CANAL REVIEW will be cheerfully answered when it is apparent that the writers are seeking information not easily obtainable elsewhere. Letters of sufficient general interest, together with replies, will be published unless otherwise requested.

A personal reply will be mailed to your post office address to questions which are not of general interest.

To Subscribers

Please notify us promptly of any change in your mailing address. Post offices everywhere have prepared postal card forms for notices of changes of address.

OF CURRENT INTEREST



EVER-LENGTHENING LINES at the Income Tax Office in Balboa Clubhouse signaled the approach of March 15, deadline for filing final 1951 income tax returns and estimated tax declarations for 1952. Despite much urging on the part of Internal Revenue officials for residents to file their final returns early, many delay the sac duty until the last and find themselves in a long line of customers.

The group above photographed recently show the average looks of the puzzled, resigned, irritated, or apprehensive citizen on his approach to the tax office.

NEW RULE ON QUARTERS

Residents of Pedro Miguel will be permitted to apply for and receive assignments to quarters in the Balboa-Ancon-Diablo Heights area after the first of next month.

The change in the rules for quarters' assignments was made in conformity with the Housing Division's overall policy to remove undesirable or inequitable restrictions on employee residence in all possible instances. Pedro Miguel residents have requested the change in the housing assignment rule on numerous occasions and their requests have been backed by the Chief of the Locks Division whose employees are mostly assigned there.

The change will become effective after the present "freeze" on assignments in the terminal towns of the Pacific side is lifted. The restrictions on quarters' assignments were placed in effect after an agreement was reached for the transfer of Cocoli to the Navy. They were to have been removed at the end of February but were extended for one month.

OLD-TIMERS' ANNUITIES

No further court action is to be taken by the Internal Revenue Bureau on the payment of income tax on annuities of Canal construction employees, according to information from Maurice H. Thatcher, attorney in the Dewling case. It was this case in which the Court of Claims rendered a decision that the annuities were not subject to income tax.

Mr. Thatcher has been informed that the Commissioner of Internal Revenue will acquiesce in the decision. This means that the old-timers' annuities should not be included in the gross income tax statements for 1951. Annuitants who have paid taxes for the past three years may make claims for refunds, using Form 848, Mr. Thatcher has informed the "CANAL REVIEW." The limitation for such claims, he said, is three years.

LUMBER CONTRACTS

Contracts have been awarded for \$371,590 of native lumber to be used in the Canal's building program for the coming fiscal year. This is the largest order ever placed by the Canal for native lumber at one time.

The big order was divided among three suppliers. It calls for the delivery of 2,775,000 board feet of sigua, bambito, cedro macho, and cedro granadino. The lumber must be air-dried or kiln-dried with deliveries to be made between 8 and 18 months.

Contractors and the value of the lumber to be furnished by each are: Aserradero Cerro Punta, of El Volcan, \$228,815; Osmond L. Maduro, of Panama City, \$87,000; and Aserradero Arco Iris, of Chiriqui, \$64,675. The contracts were negotiated after the bids, opened early last month, were all rejected.

PRICE INCREASES

Rate revisions to place the Commercial Activities group of the Panama Canal Company on a break-even basis were made effective at the first of this month.

Three price changes were made which directly affect retail customers. Gasoline prices were increased two cents a gallon, cigarettes were advanced two cents a package or 10 cents when bought by the carton, and telephone rates for private users were raised 50 cents a month.

The rate changes affecting general services include those for stevedoring, marine bunkering, and the handling and transfer of cargo over the piers. Room rates at the Tivoli Guest House were also increased about 10 percent.

The price increases affecting employees were alleviated by the concurrent announcement that the care of grounds around employees' quarters will be free.

STUDY OF OPERATIONS

The management consulting firm of Booz, Allen and Hamilton, of Washington, D. C., has been employed to make a survey of the organization and procurement procedures of the Washington and New York offices of the Panama Canal Company.

The study was authorized by the Board of Directors at the January meeting held on the Isthmus for the purpose of determining what economies may be affected in the operation of the two offices.

The study was instituted about three weeks ago and the consultants have notified the Canal Company that a report on their findings will be made by the end of this month. The major part of the study will be concerned with procurement problems of the two offices.

Gatun Locks, including the approach walls, are 1-1/5 miles long.

Pedro Miguel Locks have a length of 5/6 of a mile.

Miraflores Locks are slightly over one mile in length.

Beautiful Surroundings, New Treatment Brighten Life For Palo Seco Patients

Dr. and Mrs. Hurwitz Are Mentors, Friends To 118 In CZ Colony

The Palo Seco Leper Colony has the same scenic charm which probably influenced Col. William C. Gorgas when he chose the site in 1907 but the outlook of patients has brightened beyond the wildest hopes of that day.

In 1907, the plight of lepers had changed very little since Biblical days when the cry of "unclean" voiced all the fear and loathing with which the world viewed their disease. "Death before death," it was commonly called.

The colony, which cares for all the leprosy cases discovered in Panama and the Canal Zone, sits on a promontory into Panama Bay and looks out at the entrance to the Panama Canal.

Center of its 340 acres is a windswept quadrangle of buildings, enclosed on three sides by a tropical forest that slopes downhill to a cove in the Bay.

The scenery, which makes Palo Seco a paradise among leprosariums, had clinical as well as aesthetic importance when the colony was founded. Without real hope of effective treatment, patients then could expect to look at the same surroundings day after day and year after year and so live out their lives.

Leprosariums at that time were primarily places of asylum shielding the public from sight and contact with the disease and its victims.

Palo Seco's unique currency, which is now dwindling and will not be coined again, was a manifestation of the pervading fear of infection. So was the rule against dogs and cats—another regulation which has been abandoned.

The pierced aluminum and brass coins used at the colony are gradually being lost or carried away as souvenirs and Panamanian and United States money are also used there now.

Known as Hansen's Disease

The leprosy bacillus was discovered in 1871 by Gerhard Armauer Hansen, whose name was later given to the disease in an attempt to diminish the implications of the more common name.

But up to 1941 there was no real medical hope for victims. Before that time the treatment was empiric, ineffectual, and vile tasting—chaulmoogra oil from the Burmese chaulmoogra tree, which had been used since pre-Biblical days.

Many patients preferred the disease at its worst to the nausea, fever, and fainting caused by the treatment.

The fund of knowledge about leprosy—if not the real nature or cause of the disease—continued to grow from the time of Hansen's discovery.

Studies showed it to be much less communicable than had been supposed—less so than tuberculosis, a disease with which it has many medical points in common, including the appearance of the bacilli.

The medical profession gradually abandoned belief in the necessity for isolating victims in separate colonies but continued



THIS YOUNG PATIENT makes and sells fishing nets like the one shown here. Others work for the Palo Seco Colony, raise chickens, fruits and vegetables which they sell the Colony Commissary or hunt and fish and sell their catch.

the practice as a psychological concession to persistent public fear of the disease.

In 1941 Dr. G. H. Faget at the Leprosarium at Carville, La., the only one in the United States, first used sulphone drugs to treat leprosy.

His work utilized findings of researchers at the Mayo Clinic whose original work with sulphone was done in connection with tuberculosis.

Sulphone Arrests Leprosy

It was not and is not known how the sulphone drugs work on the leprosy bacilli or on the body but they did work wonders for the patients.

Experimental possibilities are limited because, to present knowledge, the bacilli exists only in the human body and cannot be cultivated in the laboratory.

Many heroic volunteers have attempted to contract leprosy—but without success.

"Cure" is a word that is not used in connection with the disease but sulphone treatments have resulted in a revolutionary number of arrested cases in which the victims returned to normal life outside leprosariums.

At Palo Seco six such cases have been discharged from the colony during the past year. Only one or two left the colony each year before sulphone was first used there in 1945.

Those who are released are regularly supplied with sulphone tablets so that they may continue treatment at home to assure against recurrence of the disease. Arrangements are also being made for intravenous administration of promin to out-patients at the Panama Health Office.

Even more dramatic than the working of sulphone in arresting leprosy is its action in erasing the offensive outer marks of the disease.

In as short a time as six months the facial nodules, the enlarged flabby ears and thickened skin which leprologists describe as a "leonine countenance," the skin ulcers, and other symptoms of the disease lose much of their ugliness.

When there are no ulcers that make the victim repugnant in appearance and microscopic smears show no leprosy bacilli, patients are permitted to visit outside the colony frequently, and almost as they choose. Adults may visit Palo Seco any time during the day.

There are two types of leprosy which often combine to form a third or mixed type. The nodular or skin type progresses from pinkish spots or papules on the skin to nodules and finally, the lionlike appearance of the advanced stages.

In the anaesthetic or nerve type, the peripheral nerves are attacked, causing neuralgic pains and loss of feeling, trophic ulcers, and eventual contraction of the fingers and toes. The disease is often discovered when victims burn or cut themselves and cannot feel it.

Palo Seco Is Home

Several patients at Palo Seco whose cases are arrested apparently do not want to leave the colony. Some of them, for whom sulphone came too late, bear the marks of their disease in deformities which make them reluctant to leave. To others, Palo Seco is both home and home town where they want to stay with their friends or families. In any case, life at the colony is the one the patients know and, generally, like, with work and play and worship, even politics and Carnival, very much like other communities.

Dr. Ezra Hurwitz is mayor, mentor, doctor, and friend to the patients. He was the first resident doctor at the colony and has been there 25 years.

Mrs. Hurwitz has been described as "minister without portfolio in charge of social service"—a term which does not describe the smiles she engenders as she moves about the colony and the Isthmus on numberless errands for the patients. She was a bride when she came to the colony from her home in Panama. That was in 1928 when the only contact with other parts of the Isthmus was by launch.

The road was not built until 1932.

Mrs. Hurwitz mothers a brood of about 20 children who were born to patients in the colony and now live in orphanages or with families on the outside. Aside from the practical arrangements for their care, that may mean an afternoon shopping trip and an ice cream soda for one youngster in an orphanage, stitching up a pretty red polera for another, or a talk with another about his school work.

There have been about 30 births to Palo Seco patients since Doctor and Mrs. Hurwitz have been there and the number has increased since the sulphone treatments.

Nine Babies In Ten Years

One patient has had four sets of twins and one single birth in the last 10 years.

The babies are born at Gorgas Hospital and Mrs. Hurwitz is usually there soon after the event—doing all the motherly things a new or expectant mother wants.

Mrs. Hurwitz shops for the patients; she deals with organizations and individuals who visit and contribute to the colony; and she carries messages and advice, flavored with her own sparkling personality, between patients and families and friends outside the colony.

There are 118 patients at Palo Seco, 14 of whom are charges of the Canal Zone as former Canal employees or dependents of employees. The rest are from the Republic of Panama, which pays the Canal a per diem rate for their care in accordance with an agreement between the two countries. The rate, which is based on actual operating cost, was \$2.38 last December.

First at Marañon Beach

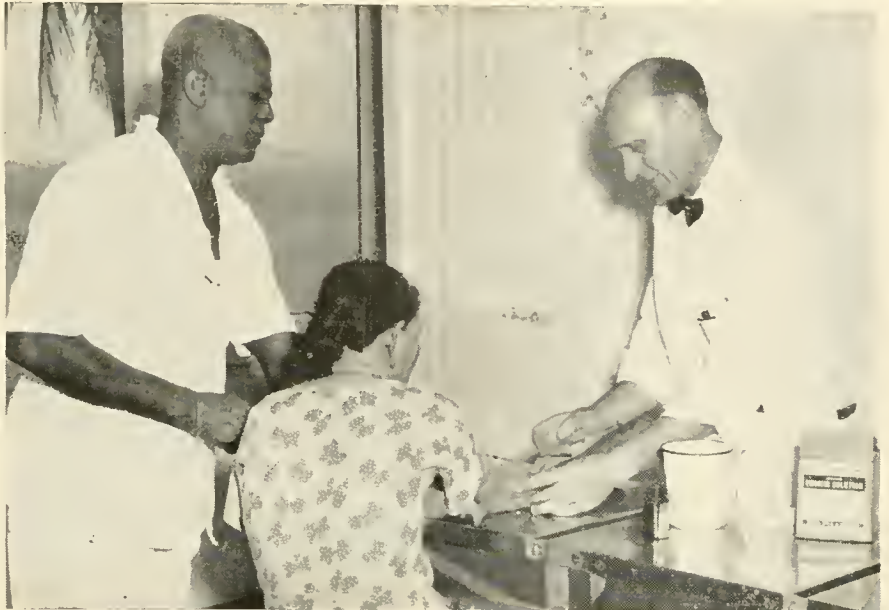
When United States assumed control of the Canal Zone in 1904, four or five leprous families were segregated on Marañon Beach. At that time some of these were moved to Empire where they were isolated in a section of the old Empire Hospital. Seven patients were transferred to Palo Seco when the leper colony was founded.

The average age of the patients at Palo Seco is about 45. There are twice as many men as women—a pattern common to leprosy everywhere.

The patients receive sulphone treatments—promin, diasone, and promectin—every morning for two weeks. A recess from treatment on the third week gives the body a chance to recuperate.

The colony has single rooms for bachelors and apartments for married couples. The patients eat either in the colony dining hall or prepare their own food if they choose. Supplies are available at a small commissary in the colony.

The colony was entirely rebuilt between 1938 and 1945 and the rebuilding, re-



SULPHONE TREATMENTS are given every morning for two weeks, then a week elapses before the treatments are resumed. Dr. Ezra Hurwitz, in charge of Palo Seco (right) is shown here administering one of the wonder-working drugs. On the left is Cuthbert O. Ramsey, foreman, who has been at Palo Seco almost 40 years.

pairing and expansion of facilities is a continuous process. In the period in which Maj. Gen. George W. Rice—who has maintained special interest in the colony—has served as Health Director, new furniture has been added to the dining hall and the quarters, including inner spring mattresses, and a well-equipped occupational-therapy and hobby shop has been set up for the patients. The carpentry shop, where patients make furniture for sale, is one of the newest additions.

There is a Catholic and Protestant chapel where services are conducted regularly. The Maryknoll sisters are frequent visitors to the colony.

About 40 patients work for the colony, as orderlies, waiters, carpenters or general maintenance men. Twenty others raise chickens, fruits and vegetables which they sell to the colony commissary. Others hunt and fish and sell their catch.

Everyone receives a "clothing allowance" of \$1.50 a month which serves as pin money since most clothes are donations.

Movies, Dances and Sports

For entertainment, there are movies, dances, baseball, hunting, and fishing.

John Thompson is clerk for the colony. Miss Marie Weber is the nurse. Cuthbert O. Ramsey, local-rate foreman, has worked in the colony almost 40 years and has at some time performed every function of the institution. There are 15 other local-rate employees.

Some of the most common questions

about leprosy have been answered in the following manner by the Leonard Wood Memorial, an international organization devoted to scientific study of the disease:

How many lepers are there in the world? The generally accepted round number is three millions.

Where are the lepers found? The heaviest areas are in the East and South Asia, particularly China and India, the Malayan countries, Africa, and parts of South America.

Is there any leprosy in the United States? Some is found in the extreme South. The occasional case in the North is usually an import.

Is it true that many years may elapse between infection and the development of clinical manifestations? Yes.

Is it fatal? Not as a rule. The patient usually succumbs to some other cause.

Is it painful? As a rule the patient suffers little from the disease itself. Certain conditions of neural leprosy, however, may be marked by excessive pain.

Applications For Vacation Travel Are Being Received

Although the school vacation period in the Canal Zone is still three months away, many applications have already been received for transportation to the States on the Panama liners next May and June.

Almost enough applications have been received already to fill the Panama liner sailing May 16. This is the last one before the five sailings on which school teachers and families with children of school age are given preference for passage. There is still plenty of space available on ships of later sailings.

Employees may file application for transportation three months in advance of their expected sailing, and those planning to go to the States from May 23 through June 20 are urged to file applications early since this is usually the busy period on northbound sailings.

Employees who do not have children of school age should arrange their vacations to sail either before or after the five-week period when preference is given in assignments to teachers and families with children in school.



PALO SECO PATIENTS make furniture and other things in this occupational therapy and hobby shop, one of the newest additions to the Colony.

CANAL'S PURCHASE OF SUPPLIES

(Continued from page 1)

agents to improve local marketing conditions.

More Fruits and Vegetables

These efforts have resulted in heavier buying of fresh fruits and vegetables in the local markets. These purchases are being steadily increased and during the last half of 1951 the Commissary Division bought \$53,000 of Panama's fruits and vegetables, as compared with \$46,000 in the last half of 1950.

The following figures show, in round numbers, the amount of purchases made during the two comparative 6-month periods:

	July-Dec. 1950	July-Dec. 1951
Meat products.....	\$180,000	\$344,000
Fruits and vegetables.....	46,000	53,000
Other agricultural products.....	23,000	26,000
Other food products.....	9,000	13,000
Beverages.....	49,000	70,000
Sugar and alcohol.....	30,000	5,000
Forest products.....	4,000	92,000
Industrial products.....	146,000	123,000
Miscellaneous supplies.....	167,000	179,000
Totals	\$654,000	\$905,000

Substantial increases were shown in all categories with the exception of sugar and alcohol, and industrial products. Only small lots of sugar were bought from Panama producers during the past six months since no bids were entered by local producers for the Commissary Division's requirements for that period of last year. The decrease in amount of industrial products bought was primarily due to an exceptionally large order of steel pipe placed locally during the latter part of 1950.

Meat Purchases Nearly Doubled

Meat purchases in the Republic of Panama by the Commissary Division during the last half of 1951 were nearly twice the value of those in the last half of 1950. At present practically all beef sold in the Commissary retail stores is bought locally. During the war Panama's cattle raisers were able to supply only a small part of the beef required by the Commissary Division and local beef was bought only in quantities available to supplement the supply bought in South America. With the increase in local herds, however, beef is available in Panama to meet requirements and no beef, with the exception of a small supply from the United States, has been imported by the Commissary Division for more than a year.

Although beef constitutes the principal meat purchases in the Republic, other meat products are bought in substantial quantities; these include seafoods and poultry.

The heavy increase in forest products bought locally is a direct reflection of the present \$80,000,000 quarters construction program of the Panama Canal Company. Lumber purchases will be increased several times over during the coming year and contracts have already been awarded for local lumber by the Storehouse Division which amount to well over \$350,000.

The increase of more than 40 percent in the amount of beverages bought from Panama's manufacturers was principally due to heavier purchases of bottled beer. The amount and dollar value of Panama's bottled beer were practically doubled,

purchasing

Civil Service Officials Meet



CIVIL SERVICE PROBLEMS pertaining to the Canal organization as well as other Government agencies here were extensively explored last month during a three-week visit to the Isthmus of A. J. Leach, Director of the 10th U. S. Civil Service Region.

Above, Mr. Leach, at the extreme right, is shown in one of his many conferences with E. A. Doolan, Personnel Director of the Panama Canal Company (center) and James Yates, Chief of the U. S.-rate Employment Branch of the Canal organization. Mr. Doolan is Chairman and Mr. Yates is Secretary of the Board of U. S. Civil Service Examiners for the Canal Zone.

This was Mr. Leach's second visit to the Canal Zone since this area was made a part of the 10th Region. He spent a short time here in 1947 soon after the change was made. His headquarters are in New Orleans.

while substantial increases were shown in soft-drink purchases.

Change In Purchasing Policy

A recent change in the purchasing policy of the Canal organization has had a substantial effect on the amount of both industrial products and miscellaneous supplies bought. Until recently the Canal bought most of these supplies, in relatively small amounts, by competitive bidding. These restrictions have now been relaxed, and more purchases are being made "over-the-counter" from Panama's merchants.

One of the chief difficulties in the past in making local purchases has been the lack of regular or guaranteed deliveries of produce of uniform grades. This has especially hampered the purchase of

locally-grown fruit and vegetables by the Commissary Division which must anticipate its requirements well in advance of deliveries. The same has been true, to an extent, on lumber caused by the lack of proper facilities for drying lumber.

A number of trips to the interior of the Republic have been made during the past two years by representatives of the three principal Canal purchasing units to stimulate local markets. These representatives have largely concentrated their efforts on the quality of produce desired for resale and the importance of prompt and regular deliveries. It is believed that these cooperative efforts between buyers and producers is beginning to show satisfactory results as evidenced by the increasing supplies of agricultural products being bought in the Republic.



GOAL

\$25,000

MARCH 1-31

"By historic achievement in the field of service to humanity the American Red Cross has won a unique place in the hearts of all our people. To those of us in uniform it has always been a warm and steadfast friend."

"Material support of the American Red Cross not only makes possible the continuity of its great work, but offers a way for each of us to demonstrate personal endorsement of a greater concept—that the united efforts of a free people will always prevail against adversity and disaster."

DWIGHT D. EISENHOWER

OUR OUT-OF-DOORS



THE GUAYACAN flaunts its golden glory in the dry season.

The most outstandingly beautiful tree in the local forests, in bloom in March and April, is the guayacan, *Tabebuia guayacan*. The large, showy yellow flowers are borne in terminal clusters when the trees are leafless, presenting a splash of gold in the forest.

Several of these handsome trees are located on Ancon Hill and across from the Governor's residence. Many more may be seen on the hills east of Gamboa.

The wood is olive-brown, very dense and hard, fine-grained, very durable, and takes a high polish. It is considered one of the best woods of Panama, and makes beautiful salad or nut bowls.

Many people have thought they had spotted an early flowering guayacan tree, only to find that the flowers were smaller and more like yellow poinciana flowers.

This was undoubtedly the *Schizolobium covilleianum*, a tall, striking pale yellow, flowering jungle tree which is in its glory about two months earlier than the guayacans.

Specimens of these trees may be spotted along the trans-Isthmian highway, Madden Road and on the hills east of Gamboa.

The roble, *Tabebuia pentaphylla*, is a close relative of the guayacan and is almost as beautiful. During the end of the dry season, these trees are so densely covered with flowers—nearly white to rose-colored—that they form giant bouquets. In their tints the flowers recall Japanese cherries and are equally beautiful. Several of these trees are located in Ancon; a large tree is in the Old Corral area in Ancon.

Other conspicuous flowering trees of the dry season are two species of jacaranda, laurel, the various species of cassias, royal poinciana, and the African fountain tree.

The jacarandas are handsome, large trees with large blue, violet or purple flowers in showy panicles, or clusters. A good specimen of *Jacaranda ficifolia* is growing in Balboa Heights, near the Balboa fire station at the intersection of Prospect Street and Heights Road.

Towards the end of the dry season, in April, the laurel (*Cordia alliodora*), with its fragrant white flowers may be seen almost everywhere. The flowers turn brown and remain on the trees for several weeks, presenting a dirty appearance. The yellow wood is coarse and (See page 15)



Now is the time for Commissary customers to look to their year-round wardrobes.

Dresses from the spring lines of United States manufacturers arrive in the stores in February and for the March. They are shown and Tropics delivered to wholesalers in December, January, and February.

The much larger supply of dresses from the summer lines arrive in the commissaries in April, May, and June after having been shown by the manufacturers in March, April, and May.

Few dresses suitable for tropical wear can be purchased from the manufacturer any other time of year.

As for men's clothing, the supply of suits for the entire year is purchased in January, February, and March and are then shipped to the stores as needed. The suits now arriving in the stores bear the Robert Hall label, marking them good goods in a popular price line. Palm Beach and other popular lines are also carried regularly.

The Manager of the Wholesale Drygoods Section is in New York now on his semi-annual expedition to the market. He does little actual buying while he is there, but he does feel out current fads and fancies.

There is no pat procedure in buying women's clothes, he explains, but it usually involves the Drygoods Section on the Isthmus, buyers in the New York office of the Panama Canal Company, and the Associated Merchandise Company in New York.

A. M. C., one of the largest cooperative buying agencies, has 22 member stores, including Hutzler's in Baltimore, Bloomingdale's in New York, Filene's in Boston, Bullock's in Los Angeles, Rich's in Atlanta, and others of comparable size and quality.

The Commissary Division is not a member of A. M. C. but is included by special arrangement, paying for its buying service on a percentage of actual purchases.

A. M. C. buyers, who are in the market all the time select many of the women's ready-to-wear accessory items and, act as advisors for the Canal Company buyers in New York who place or confirm the orders for the Commissary Division.

The Commissary Division buying machinery worked something like this in the case of one "for instance" requisition for some of the dresses which are now being sold on the Isthmus.

This "for instance" requisition from the Commissary Division was dated October 30, 1951, for comparatively inexpensive dresses from spring lines shown in December, to be delivered on the Isthmus "in January or February 1952 or sooner if available."

It read something like this: "... 408 cotton dresses, assorted styles and materials,

short sleeves, solid colors and prints, approximately 50 percent pastels, 35 percent medium colors, 15 percent dark colors. Cottons must be guaranteed fast color and sanforized."

"... 12 of a style in assorted colors; 72 size 9, 90 size 11, 90 size 13, and 72 size 15 at \$4.08 and \$5.75."

The number of dresses of any one style decreases as the dresses become more expensive, ranging from six of one style in a medium price line to only one of a style in the most expensive dresses purchased.

Manufacturers generally make one style at a time, finish that one, and then manufacture another. Therefore it took many forays into the market and, finally, 20 different orders to fill the entire requisition.

Some dresses are also bought for the Commissaries in other ways.

The Drygoods Section at Mount Hope receives, in some cases, advance information about dresses from well known firms that are to be advertised in national fashion magazines at a specified future date. On the basis of this information, the Drygoods Section frequently requests the New York office purchase a few of the style shown.

Lenten menu makers should know about these things in the Commissaries: Your Brook trout from Denmark, fresh Lenten and fast-frozen sell for 65 cents a pound compared to about \$65 for the Menus catch of do-it-the-hard-way family trout fishermen.

The corbina and red snapper that are asking to be caught this time of year in cooler-than-usual Isthmian waters are, of course, available in the commissaries. They come from local fishermen via the same supplier who has been buying them in the market and selling them to the Commissary Division for about 35 years.

Packaged frosted fish now in the stores which are sometimes available and sometimes not, include: Crab legs, crab and lobster meat, lobster tails, scallops, shrimp, smelt, and swordfish steaks.

The handling of fresh fruits and vegetables from the United States was studied on the Isthmus recently by John Barton, who makes these purchases for the Commissaries in the New York office of the Panama Canal Company.

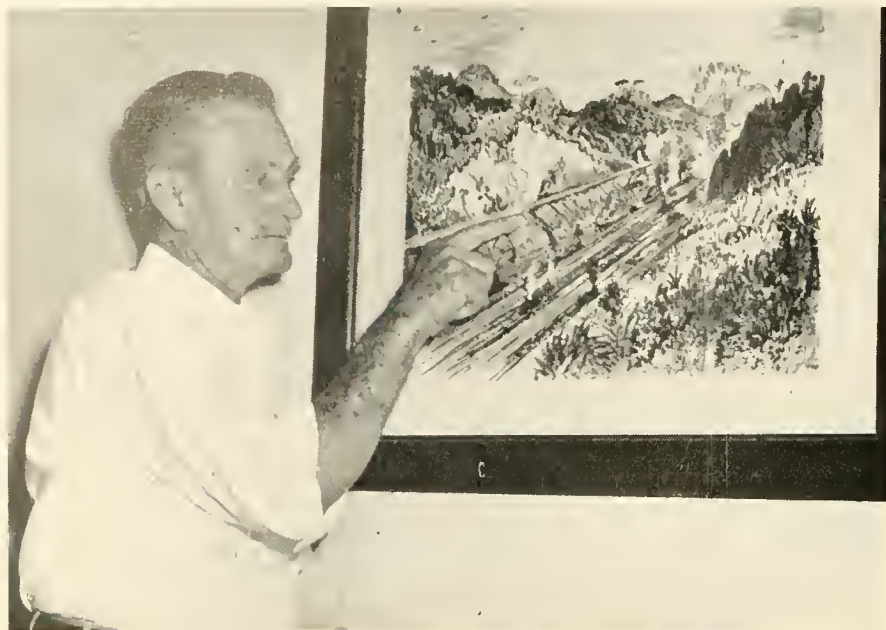
Studies to improve the quality of these items from the United States were coupled with a recent review of the local fruit and vegetable market in the Commissary Division's continuing attempts to purchase more and better food items in their own Isthmian back yard.



MODERNIZED MEAT COUNTERS have been installed at Balboa Commissary and the picture above shows the convenience of the new self-service refrigerating units for display and customer service.

The installation is a part of a general modernization plan of the Commissary Division which has been in progress for several months. Similar counters were installed late last month in the Ancon store.

Veteran Of Two Canal Companies Retires After 44 Years' Service



THAT STAIRWAY went to Empire, Esteban Vialette says, as he looks over the Pennell lithograph of Culebra Cut at Las Cascadas. Vialette who has just retired after 44 years of service, was employed by both French and American Canal Companies.

Esteban Raul Vialette is a tourist these days, he says. From now on, he will have plenty of time to hunt deer or wild turkeys up the Pequeni River or in other of his favorite haunts.

For, after 44 years of service with the United States Government, this 68-year-old veteran of two Panama Canal Companies—the first was the French Compagnie Nouvelle du Canal de Panama—has just retired. He makes his home with one of his two sons at Vista Hermosa, a Panama City suburb.

Forty-four years at work brings plenty of memories for anyone and Vialette has many outstanding recollections. He has talked with two President Roosevelts, although the first time he did not know who the "stout man with the glasses" was. That was in 1907 when he was working in the Gorgona shops as a drill press operator and President Theodore Roosevelt was on the Isthmus looking over the Canal work.

They met twice that day in the shops and the President asked Vialette, who had been busy repairing clutches, what his job was. He commented that it was hard work for 25 cents an hour and, Vialette believes (his English was not good then) that he was told he'd soon earn a larger salary. Vialette did not find out until later that the stout man with the glasses was the President.

A little later he had a chance to return the President's courtesy when a little shop runabout in which the Presidential party was riding failed to start. Vialette was able to crank it and get it going—"I was young and strong, then." For this he got a hearty Roosevelt pat on the back.

Meets Second President

Vialette's encounter with President Franklin Roosevelt came during one of the late President's visits here in the late 1930's or in 1940. Vialette isn't sure of the date. He was heaving a messenger line from the wall of Miraflores lock aboard the President's cruiser. From its deck the President called to him.

"Is it going to rain today?" Vialette remembers the President as asking.

"No, you bring us fair weather," Vialette answered.

Vialette also recalls the day, some 40 years ago, when an explosion in the Cut took a heavy death toll. He was working nearby and went to the aid of the injured.

"First," he says, "we had to shovel the dead aside."

And he remembers, vividly, the week or so early in World War II when along with other Lock employees he worked day and night to put through to the Pacific a great flotilla of Uncle Sam's men-of-war.

Although he comments wryly that this work was done without overtime pay, he is still fiercely proud of the part that he and his Panamanian countrymen played here during the war.

"We are loyal, loyal!" he says.

Born in Panama City of French parents, Vialette spent his early boyhood in the capital where his family owned much of the land near the present J Street-Tivoli Avenue intersection. Most of this land was sold a few years after Vialette was born and he moved to Gorgona.

Worked For French Company

Near there, at Baja Matachin, he was first employed by the French Company as office boy when he was 12 years old. He has a paper from the Personnel Bureau of the French Company, designating him as an "agent" of the company on November 13, 1899, when he was only 16 years old. Much of his work at this time was preservation of machinery which was being covered with grease and set aside, in preparation for the transfer of French property to a new Canal Company, eventually the Americans.

For a year after March 1904 he worked with a group of engineers as a survey chainman on the upper Chagres River. From 1905 to 1908 he was a drill press operator in the Gorgona shops and then worked for a few months in the Cut, part of the time running a jackhammer.

Then Vialette broke his government service to become, for a little over two years, a warden for the Panama Government at the Colon jail. He returned to the Canal organization in the latter part

Ten Years Ago In February

War was beginning to play a larger part in the day-to-day lives of the people who lived in the Canal Zone.

Although there were no Canal employees involved, the Zone was saddened by the first large-scale local tragedy.

On February 8 memorial services were held in Panama Bay for the 33 men who lost their lives when the submarine S-26 sank in 301 feet of water after a night collision with an escort vessel 10 days earlier. Because of wartime security, the news of the accident was not released until all hope had been abandoned.

Of the four men, including the craft's commander, who were on the submarine's bridge at the time of the crash, three were saved and assisted in the search for the sunken sub. Six divers were flown from Washington to attempt to free the trapped men but the most skilled attempts were unsuccessful.

A Governor's circular required that all employees, except San Blas and Darien Indians, submit proof of citizenship. Departure control offices were set up in Balboa and Cristobal and all steamship and airlines offices were notified that tickets might not be sold until the departure clearances had been submitted. Priorities on plane travel were enforced locally.

On the lighter side of the war: Three local rate workers who had taken over an air raid shelter at Camp Bierd as their private domicile were sentenced to 10 days each for loitering.

Light posts were fast becoming casualties. At least a dozen had been damaged between January 26, when the intensified blackout started, and February 4.

A defendant who stole 344 sandbags and another who stole 76, for resale in Panama, drew fines and maximum jail sentences.

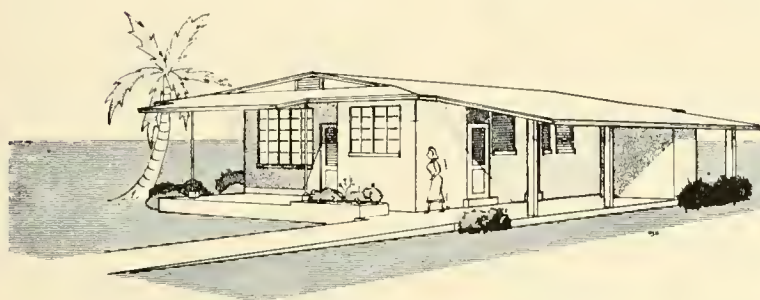
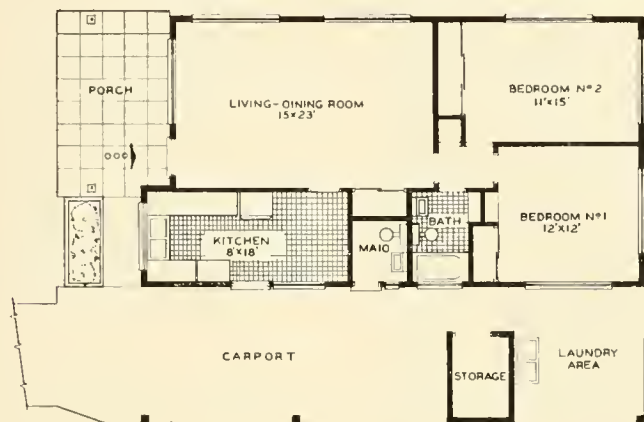
Again on the serious side, local authorities took a grim view of attacks made by German submarines on the island of Aruba, less than four hours by air from the Canal Zone. It was thought likely that this attack might be a feint to draw forces from the Canal Zone itself.

of 1912, to work for nine years at the Balboa shops as an artisan and helper. This was followed by two years of farming on family lands at Arraijan, but in 1923 he went to work for the Pacific Locks as a foreman, a job he held for 29 years.

Vialette cherishes a number of old papers, letters or recommendations from former bosses—among them R. H. Anderson, an early-day engineer, William H. Bates, who in 1909 was superintendent of steamshovel repairs at Empire, and H. H. Evans, Assistant Superintendent of the Mechanical Division. He has just added another letter, the last, to this pile. It is from Roy Stockham, Chief of the Locks Division, and it says, in part:

"Your long period of faithful service is worthy of recommendation and I wish to express my appreciation of this record of service with the Locks Division."

Award \$8,500,000 In Construction Contracts For Canal Company 1952 Housing Program



TYPE 332 2 BEDROOM HOUSE
ENGINEERING & CONSTRUCTION
BUREAU
ENGINEERING DIVISION
ARCHITECTURAL BRANCH

ANOTHER NEW type house which is included in this year's building program is illustrated above. Nine of these houses will be built in Ancon and 37 in Margarita.

Distinctive features of this smaller, two-bedroom house are the long, narrow kitchens which permit ample space for a breakfast or luncheon table and new-type aluminum casement windows with aluminum screens. The floors will be cement tile, except in the kitchen and bathroom where ceramic tile will be used. A glazed tile wainscoting will be set around the bathtub.

In addition to closet space, with sliding doors, in the two bedrooms, there is open shelving in one bedroom, off the hallway and in the bathroom. That in the bathroom has space above for storage and below for a laundry hamper.

(Continued from page 1) grading is scheduled for completion by next June, while the other work is to be completed by June of next year.

SILVER CITY: The first contract in this year's program was awarded to the Isthmian Constructors, Inc., a local contracting firm, for 96 masonry buildings, 192 apartments, at a total cost of \$645,730. The contract provides for the installation of municipal facilities for the buildings and the completion date is next September.

GATUN: Isthmian Constructors was awarded the contract to build 10 masonry one-family buildings on Jadwin Road at a cost of \$159,717. The completion date for this work is next November.

CARDENAS: The work at the new local-rate townsite north of Corozal is one of the largest projects in this year's program. It provides for the clearing and grading of a large area for the erection of quarters next year. Included in the work there is the installation of a water supply system and the construction of an access road. The work was divided into two contracts, both awarded to Macco-Panpacific. The grading work will cost \$1,117,630 and is scheduled for completion in May of next year. The erection of water tanks and the installation of the road and other facilities at a cost of \$109,000 is scheduled for completion next October.

PARAISO: The second largest contract in this year's program was awarded to Tucker McClure for the construction of 230 masonry quarters. The contract for this work is \$1,664,866 and calls for the

completion of the buildings by May of next year.

ANCON: The work in Ancon involves the development of the largest area cleared of buildings and graded during the last fiscal year. The contract for the building of streets, installation of municipal facilities, and the construction of 56 family apartments at a cost of \$1,096,652 was awarded to Framorco, a Panama City contracting firm which won the building contract for the work in Silver City last year. The work is scheduled for completion in March 1953.

DIABLO HEIGHTS: Fourteen masonry units are to be built this year in Diablo Heights on the high ground along Diablo Road. The contract for this construction was awarded to the Republic Construction and Maintenance Co., at a total cost of \$273,000, with the work scheduled to be finished by next November.

SUMMIT: The extensive grading and site preparation, together with the installation of water tanks and a sewage plant, will be done by the Maintenance Division. The work at Summit will cost an estimated \$913,450 and is scheduled for completion next December.

All bids on this work were twice rejected. Advertised in December, the bids were rejected for the first time on January 28. Readvertised and reopened on February 18 the bids were again rejected because the government estimate was much lower than any bids received.

BALBOA: The construction of 11 composite houses with 15 apartments as well as the installation of streets and other

Forty Years Ago In February

On the afternoon of February 10, 1912, a portion of the bank of Culebra Cut, on the east side, opposite the village of Culebra and about 500 yards north of Gold Hill, broke off, carrying away the 95-foot berm.

At the same time an old slide on the west bank at Culebra, which had been quiescent for over two years, renewed its activity. Together, engineers estimated, some 750,000 cubic yards of material was in motion, advancing toward the prism at the rate of 18 to 24 inches a day.

However, a week later the official CANAL RECORD estimated that the slides would not affect the time of completion for the Cut excavation because efficiency had improved to such a great degree since the estimate had been made.

The tug Reliance and three 600-yard barges left Cristobal for a 10,000 mile trip—to Balboa. The voyage was to be made by sea, via the Straits of Magellan.

The barges were to take the place of three old French claps which were so worn that they had to be retired. Just 126 days later the tug and barges arrived in Balboa, 50 land miles from their starting point. They were in good condition, despite moderate to heavy seas en route. The actual sailing time for the epic trip was 86 days.

Col. George W. Goethals, Chairman of the Isthmian Canal Commission, who had been in the United States on official business, was directed to go on to Europe to investigate matters relating to Canal terminals.

During his absence, Col. H. H. Hodges acted as Chief Engineer and Chairman.

At the first of the month, the force at work totalled 37,438. Of these, 30,114 were employed on the Panama Canal force and 7,324 on the railroad force.

Three weeks earlier the combined Canal and Railroad force had numbered 38,505, the second largest since the beginning of the Canal work. The largest force from 1904 to 1912 was reported as 38,676 employees on March 10, 1910.

Some of the 1912-employees must have been intrepid souls, too. At any rate, there were some brave enough to put on a baby show.

Forty babies between the ages of six months and two years, according to the CANAL RECORD, "were exhibited at the Commission Chapel at Gatun, under the auspices of the Gatun Sunshine Society."

Votes were sold and prizes awarded in three classes. The prize winners were William Wells, William Rogers, and Charlie Decker.

The entertainment netted nearly \$50 for a national blind babies' fund.

municipal facilities will be done by the Maintenance Division. It is estimated that this work will cost \$280,000. It is scheduled for completion next November.

The work at several of the sites is already well advanced. The erection of quarters at Silver City has been started by Isthmian Constructors and the finish grading and installation of streets in the Ancon and Balboa areas is well underway. The heavy grading at Paraiso where the town is to be extended to Gaillard Highway is already nearing completion.

ANNIVERSARIES

Employees who observed important anniversaries during the month of February are listed alphabetically below. The number of years includes all Government service, with the Canal or other agencies. Those with continuous Canal or Railroad service are indicated with (*).

47 YEARS

*William Jump, Timekeeper, Industrial Bureau.

42 YEARS

W. P. Quinn, Assistant Chief, Aids to Navigation.

41 YEARS

*Ernest C. Cotton, Printer, Panama Canal Press.

35 YEARS

William Coffy, Signalman, Navigation Division.

Harry W. Peterson, Custodian, Cristobal Post Office.

30 YEARS

Francis J. Krause, Lockmaster, Pacific Locks.

Ethel M. Pitman, Clerk-Typist, Hospital and Clinics Division.

Ralph F. Schnell, Organization and Methods Examiner, Management Division.

25 YEARS

Frederick C. Atkinson, Shops Superintendent, Dredging Division.

William D. Hardie, Records Administrator, Administrative Branch.

Alton E. Jones, Chief Towboat Engineer, Navigation Division.

Gordon F. Kariger, Pilot, Navigation Division.

Rudolph D. Melanson, Manager, Gamboa Commissary.

*Earl E. Trout, Safety Inspector, Commissary Division.

John C. Wallace, Manager, Silver City Commissary.

20 YEARS

*Edward E. Bernsee, Jr., Clerk-Typist, Commissary Division.

John I. Frank, Fleet Machinist, Dredging Division.

Dorothy W. Montayne, Clerk-Stenographer, Industrial Bureau.

15 YEARS

Henry J. Clancy, Wireman, Electrical Division.

*Conrad G. Didrickson, Pilot, Navigation Division.

Harold W. Griffin, Clerk, Gorgas Hospital.

George R. Howard, Policeman, Police Division.

Thomas B. Idol, Physical Science Aid, Engineering Division.

F. R. Johnson, Assistant Director, Supply and Service Bureau.

Earl M. Seagrave, Generation and Transmission Supervisor, Electrical Division.

William J. Tuttle, Auto Repair Machinist, Motor Transportation Division.

Walter Wagner, Power Dispatcher, Electrical Division.

RETIREMENTS IN FEBRUARY

Employees who retired at the end of February, their birthplaces, titles, length of service at retirement, and their future addresses are:

Raymond O. Hanner, Pennsylvania; Wood and steel carman, Railroad Division; 16 years, 9 months, and 19 days; Canal Zone for the present.

George E. Matthew, Ohio; Chief, Hydrographic and Meteorological Branch; 37 years, 5 months, and 25 days; Canal Zone until June, then, probably, Marietta, Ohio.

Mrs. Margaret G. Perry, Texas; Office Appliance operator, Audit Division; 9 years, 1 month, 22 days; Canal Zone.

Lloyd I. Ritchie, Virginia; General Manager, Northern District, Housing Division; 34 years, 2 months, 3 days; plans uncertain.

Robert N. Ruley, Indiana; Supervisor, Public Motor Transportation, Cristobal; 30 years, 1½ days; plans uncertain.

Mrs. Helen M. White, Pennsylvania; Accounting Clerk, Accounting Division; 16 years, 2 months, 5 days; Balboa.

THIS MONTH'S CALENDAR

MARCH

7th—VFW, No. 3857, New Cristobal, 7:30 p. m.

American Legion, No. 6, Gamboa, 7:30 p. m.

9th—Pipefitters, Margarita Clubhouse, 9:30 a. m.

Sheetmetal Workers, Balboa Clubhouse, 9:30 a. m.

Plumbers, No. 606, Margarita K. of C. Hall, 9:30 a. m.

10th—Machinists No. 699, Margarita K. of C. Hall, 7:30 p. m.

American Legion No. 1, Balboa, 7:30 p. m.

11th—Electrical Workers, No. 397, Wirz Memorial, 7:30 p. m.

VFW, No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.

American Legion No. 7, Fort Clayton, 7:30 p. m.

American Legion Auxiliary, No. 1, Balboa, 7:30 p. m.

12th—Carpenters, No. 913, Balboa Lodge Hall, 7:30 p. m.

Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.

American Legion, No. 2, Cristobal, 7:30 p. m.

14th—Blacksmiths, No. 400 (with Boilermakers 463 and 471) Margarita K. of C. Hall, 7:30 p. m.

16th—CLU-MTC, Margarita Clubhouse 8:30 a. m.

17th—Electrical Workers, No. 677, Gatun Masonic Temple, 7:30 p. m.

18th—Operating Engineers, No. 595, Margarita K. of C. Hall, 7 p. m.

19th—AFGE, No. 14, Balboa Clubhouse, 7:30 p. m.

VFW, No. 40, Balboa K. of C. Hall, 7:30 p. m.

American Legion Auxiliary, No. 3, Gatun, 7:30 p. m.

20th—American Legion Auxiliary, No. 6, Gamboa, 7:30 p. m.

21st—VFW, No. 3857, New Cristobal, 7:30 p. m.

24th—Machinists, No. 699, Margarita K. of C. Hall, 7:30 p. m.

VFW Auxiliary, Post 3833 Post Home, 7:30 p. m.

25th—Operating Engineers, No. 595, Balboa Lodge Hall, 7 p. m.

VFW, No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.

American Legion No. 7, Fort Clayton, 7:30 p. m.

26th—AFGE, No. 88, Margarita Clubhouse, 7:30 p. m.

American Legion Auxiliary, No. 2, Cristobal, 7:30 p. m.

27th—Governor-Employee Conference, Board Room, Administration Building, 2 p. m.

APRIL

1st—Gamboa Civic Council, Community Center, 7:30 p. m.

Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.

2d—VFW, No. 40, Balboa K. of C. Hall, 7:30 p. m.

Machinists, No. 811, Balboa Lodge Hall, 7:30 p. m.

Isthmian Nurses Association, Diablo Clubhouse, 7:30 p. m.

3d—Carpenters, No. 677, Margarita Clubhouse, 7:30 p. m.

March Sailings

From Cristobal

Cristobal	March 7
Ancon	March 14
Panama	March 21
Cristobal	March 28

From New York

Ancon	March 5
Panama	March 12
Cristobal	March 19
Ancon	March 26

PROMOTIONS AND TRANSFERS

January 15 Through February 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another or from one type of work to another. It does not contain within-grade promotions and regradings.

CIVIL AFFAIRS BUREAU

Gaddis Wall, from Police Lieutenant to Police Captain.

Walter H. Alves, from Policeman to Police Sergeant.

Richard G. Nichols, from Police Sergeant to Police Lieutenant.

Hiram J. Robison, from Guard, Atlantic Locks to Fireman, Fire Division.

ENGINEERING AND CONSTRUCTION BUREAU

Kenneth C. Hellums, from Chief, Southern District, Maintenance Division, to Supervising Construction Inspector, Contracts and Inspection Division.

Warren J. Wathen, from Lock Operator, Wireman, Atlantic Locks, to Wireman, Electrical Division.

William L. Moyer, from Wireman to Distribution Foreman, Electrical Division.

Earl B. Power, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Manuel Quintero R., from Engineering Draftsman to Civil Engineer, Engineering Division.

Harry F. Butz, from Superintendent, Miraflores Filtration Plant, to Superintendent Atlantic Area Water and Laboratories Branch, Maintenance Division.

Sheldon A. Sallsbury, from Chemist to Superintendent, Miraflores Filtration Plant, Maintenance Division.

Robert J. Risherg, from Superintendent, Atlantic Area Water and Laboratories Branch to Assistant Chief, Water and Laboratories Branch, Maintenance Division.

Clinton N. Bohannon, from Wireman Leadingman to Foreman, Electrical Division.

Benjamin Suisman, from Carpenter Foreman, Maintenance Division, to Construction Inspector, Contracts and Inspection Division.

Walter E. Marek, from Plumber, Maintenance Division, to Plumbing Inspector, Contracts and Inspection Division.

FINANCE BUREAU

Malcolm R. Wheeler, from Accounting Clerk, Commissary Division, to Accounting Clerk, Accounting Division.

Leroy B. Magnuson and Warren Pitman, from Governmental Accountants to Budget Specialists.

INDUSTRIAL BUREAU

Anthony G. Lynn, from Toolmaker to Plant Maintenance Supervisor.

MARINE BUREAU

Henry R. Chenevert, from Motor Boat Maintenance Mechanic to Fleet Machinist, Navigation Division.

Lawrence W. Chambers, from Lock Operator, Machinist, Atlantic Locks to Safety Inspector, Office of Chief, Locks Division.

Spencer M. Anderson, from Wireman, Electrical Division, to Electrician, Pipeline Suction Dredge, Dredging Division.

Godfrey B. Pacetti, from Fleet Machinist to Chief Drill Barge Engineer, Dredging Division.

Ernest M. Kieswetter, from Senior Construction and

(See next page)

OUR OUT-OF-DOORS

(Continued from page 11) strong and is highly esteemed for construction and for furniture.

Over 25 species of Cassias are being grown in the Canal Zone. Most of these have large, showy flowers. The most conspicuous species are the golden shower, *C. fistula*, which line the Prado in Balboa; the pink-and-white shower, *C. nodosa*, which has masses of pink and white blossoms along the branches; the bronze shower, *C. moschata*, with pendulant, grape-like clusters of bronze flowers; cañafistula, *C. grandis*, which has delicate pink blossoms giving the tree a striking resemblance to apple trees.

The royal poinciana, or flametree, *Delonix regia*, a native of Madagascar, is extensively planted as an ornamental tree. It is large and spreading and not attractive except when in flower, when it becomes a mass of flame-colored blossoms. An exceptionally handsome poinciana grows near the Balboa Heights Baptist Church.

The African fountain tree, also known as a tulip tree, is the *Spathodea campanulata* of tropical Africa. Specimens may be found along Barneby Street in Balboa and near the Cristobal Administration Building. The tree is tall, with a narrow crown and the large, dark-red flowers are borne in short terminal racemes (clusters like the common lily of the valley).

PROMOTIONS AND TRANSFERS

(Continued from page 14) Maintenance Foreman to Drill Barge Master, Dredging Division.

Edward W. MacKenzie, from Dipper Dredge Engineer, Dredging Division, to Chief, Towboat Engineer, Navigation Division.

George M. Sylvester, from Chief Towboat Engineer to Senior Chief Towboat Engineer, Navigation Division.

Allen G. Tuttle, from Auto Repair Machinist, Motor Transportation Division, to Motorboat Maintenance Mechanic, Navigation Division.

Percy A. Lawrence, from Lock Operator, Wireman, to Lock Operator, Wireman Leader, Atlantic Locks.

Roy A. Hall, Jr., from Building and Equipment Supervisor, Clubhouse Division, to Drill Barge Engineer, Dredging Division.

John H. Droste, from Restaurant Service Supervisor, Clubhouse Division to Guard, Atlantic Locks.

David E. Dickson, from Control House Operator to Lockmaster, Pacific Locks.

John E. Schmidt, from Lock Operator Wireman Leader to Control House Operator, Pacific Locks.

William M. Martin, from Lock Operator Wireman to Lock Operator, Wireman Leader, Pacific Locks.

Wallace E. Rushing, from Plant Electrician, Commissary Division, to Lock Operator Wireman, Atlantic Locks.

Homer A. Sneckenberger, from Lock Operator, Machinist Leader to Lockmaster, Pacific Locks.

James A. Mable, from Lock Operator Machinist to Lock Operator Machinist Leader, Pacific Locks.

RAILROAD AND TERMINALS BUREAU

Theodore A. Albritton, from Locomotive Machinist, Industrial Bureau, to Assistant Roundhouse Foreman, Balboa.

Frank X. Boland, from Assistant Roundhouse Foreman, Balboa, to Roundhouses and Equipment Foreman.

SUPPLY AND SERVICE BUREAU

Mrs. Mary E. Evans, from Telephone Operator, to Accounting Clerk, Commissary Division.

Fred N. Dahl, from Commissary Assistant to Assistant Commissary Manager.

Mrs. Carol R. Wright, from Clerk-Typist, Terminals Division, to Accounting Clerk, Commissary Division.

Gilbert A. Sollas, from Cash Accounting Clerk to Storekeeper, Commissary Division.

Pitcairn Radio Is Repaired



PITCAIRN ISLANDERS will soon have a radio again, thanks to the work of the two local "hams" above, Herbert A. Greene, Jr., left, and Prentiss C. Combs. The radio and an appeal for help in repairing it "because radio is very important as we have no change here but listen to the radio in the stillness of the evening," arrived February 12 aboard the *Rangitiki*. Its owner is Floyd McCoy, a descendent of one of the original "Mutiny on the Bounty" men who settled the little island which is just a speck on a map of the wide Pacific.

He consigned the radio to Robert Worsley of Balboa who has been personal shopper for the islanders for a dozen or so years. In the past few months he has bought lace, lamp chimneys, oilcloth, clothes, and dress patterns for them.

Mr. Worsley turned it over to the two "hams," who, working in their spare time, replaced 25 condensers on the battery-operated receiving set and obtained for it a brand new speaker. The set and speaker were to leave Balboa yesterday aboard the *Ruahine* for the tiny island, just the size and shape of Taboga.

RATES ON STEAMSHIPS

(Continued from page 3) visit here an excellent thing for both commissaries and commissary customers.

Considerable time during the conference was devoted to the local hospital situation. Colonel Vogel reported that during the first week of its operation, from February 18-26, the consolidated out-patient service at Gorgas Hospital (which combines the operations of the former Ancon and Balboa dispensaries) had handled 907 patient visits. Of these 413 were for U. S.-rate employees or their families and 484 for local-rate workers or dependents.

Another subject which came up for some discussion was that of maintenance of old houses which are scheduled to be torn down in the housing replacement program.

Bronson Powell, representing the Pedro Miguel Civic Council, asked if some minimum standard cannot be set up for maintenance of these old houses which have long since been depreciated out.

Colonel Vogel pointed out that money for maintenance is simply not sufficient to maintain the old houses which are to be demolished in a short time.

The only answer, Colonel Vogel continued, is to get residents of the old houses into "respectable new houses" as fast as possible.

He pointed out that the situation as regards the residents of Pedro Miguel had just been eased somewhat by a change in housing rules whereby people from Pedro Miguel may be considered for assignments in Ancon, Balboa, and Diablo Heights.

Ask For Check Cashing

William Ward, of the Gamboa Civic Council, asked that something be done so that the postoffice and commissary at Gamboa could have enough cash on hand to cash bi-weekly pay checks now that the paymaster is no longer making

regular visits to the Dredging Division town.

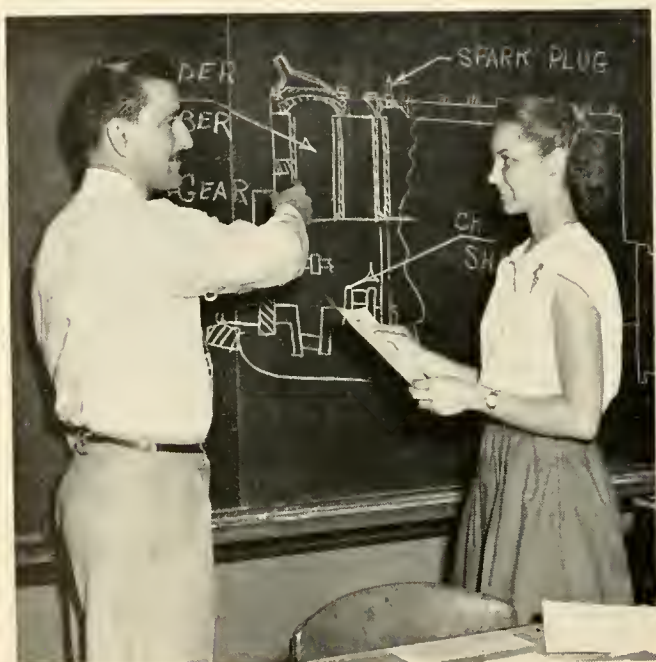
J. J. Tobin of the Central Labor Union asked Colonel Vogel if he could use the "good offices" of the Governor's office to ask that a representative of the Internal Revenue office be in Cristobal more than one day a week, especially during the first three months of the year.

Other items discussed during the February conference included: A report that all operations of the License Section are now being reviewed - this in answer to a previous request from representatives of the Atlantic side for a permanent license section there; improvements for the night-lighting poles at the Balboa stadium for the safety of men working on the standards; free swimming for children during the Summer Recreational Program; a brief discussion of a bill which would repay to the Treasury—for use in the Canal Zone—an amount equal to taxes collected in the Canal Zone; another brief discussion of some tax exemption for Government employees living outside the continental United States; and the matter of the new Locks Security force.

Attending the conference were: The Lieutenant Governor, E. A. Doolan, Director of Personnel, and F. G. Duns-moor, Executive Assistant to the Governor, for the Administration; Margaret Rennie, Pacific Civic Council; Bronson B. Powell, Pedro Miguel Civic Council; C. W. Hammond, General Committee of Civic Councils; William H. Ward, Gamboa; Raymond F. Ralph, Gatun, and R. E. Hileman, Cristobal-Margarita; Robert C. Daniels, Railway Conductors; Daniel P. Kiley, Pacific Lock Employees Association; Andrew Lieberman, Marine Engineers; Rufus Lovelady and H. J. Chase, AFGE; and Walter Wagner, Carl W. Hoffmeyer, J. J. Tobin, A. A. Saarinen, and O. J. Corrigan, all from the Central Labor Union-Metal Trades Council.



LEARNERS' PERMITS come first. Leona Hart, Balboa High School senior, who posed for this series, gets her test from Police Officer John F. McDowell. Paul Stewart is license examiner in Cristobal.



HERE'S A GEAR, Instructor Paul Kuyoth tells Leona in a class session. Noel Gibson does the teaching for Cristobal High School. Class periods are divided between instruction and discussion.



THE ENGINE, as it looks really and not in a diagram, is explained to Leona by her father, Max Hart of the Storehouse Division. Mr. Hart was teacher for Leona's road practice.

Young Zone Drivers Learn How--And Why

Two hundred and fifty-three young Canal Zone people, boys slightly in the majority, are qualified to drive automobiles today through a course of training which would benefit some of their elders. And 61 others, 18 of them in Cristobal High School and 43 at Balboa, are in the process of learning.

The first local drivers' class was started at Balboa High School in November 1949. Cristobal began its course a year later. Since the schools have no dual control automobiles like those used in many U. S. schools, the course is based on lessons prepared by the American Automobile Association. The students have classes at school; road practice is done under the direction of a parent or other adult sponsor, working from home lesson sheets coordinated with the class work.

At first the students had to be at least 18 years old. In 1950 traffic regulations were changed and 17-year-olds may now be licensed if they have completed the drivers' training program successfully.

The parent sponsors are required to attend the class's first meeting and also are usually present at the stopping demonstration given to each group by the C. Z. Police.

The course consists of 10 weekly class and driving lessons, plus a visit to the Magistrate's court, a bumper-detonator (stopping) test and other demonstrations. The student first learns to identify various parts of the car while lessons in backing, parking, driving in traffic, etc., come later.

By the end of the course the student has learned not only the hows but also the whys of car operation.

The Canal Zone police believe that the drivers' courses have had a healthy effect on the driving habits of this young group. A survey is now being made to verify or disprove this belief.



THAT'S RUBBER, Sgt. E. C. Fishbough shows Leona. The police car laid down 69 feet of skid marks when it was stopped suddenly at 40 miles an hour.



SHE'S OFF! Ten weeks of class and road work behind her, her driver's license in her wallet, Leona joins thousands of others—most of them not as well trained as she—on the Canal Zone roads.